(c) how much work has since been completed; and

(d) by when the whole project is expected to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) and (b) The details are given below:

	Allotment	Expenditure
	(Rs. in crores)	
1991-92	13.00	15.97
1992-93	19.00	18.69
1993-94	19.00	17.45 (Upto 28.2.1994)

(c) Out of 8.55 Km. length of the project, the first sub-section from Madras Beach to Park Town (2.54 Km.) was completed and opened for traffic on 16.1.1991. Physical progress achieved on the project upto January, 1994 is 63 per cent.

(d) 1996, subject to availability of funds, and remaining land being made available by the State Government of Tamij Nadu.

Rnonfag of train between Nagercoil and Kanyakumari

2514. SHRI V. GOPALSAMY: Will !he Minister of Railways be pleased to refer to the answer to Unstarred Question 408 given in the Rajya Sabha on the 23rd February, 1994 and state:

(a) what is the distance between Na-'.'ercoi! and Kanyakumari;

(b) how much time would be required to cover the above distance;

(c) what would be the cost per kilometre to run the train on this routes;

(d) whether there is any tram connecting Nagercoil to Kanyakumari immediately after the arrival of the train from Guruvayur;

(e) if so, what are the details thereof 'snch as train number, time of arrival and departure etc; and

(f) whether Government would review its decision to extend the above 'rain; if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) 15.51 Kms.

(b) About 25 minutes.

(c) Details of cost per train Km. on specific routes are not maintained. Average all-India cost of hauling a coaching train per Km. on E.G. is assessed as Rs. 177.93 for the year 1992-93.

(d) and (e) 6305 Guruvatar-Nagercoil Express arrives Nagercoil at 6.55 hrs. and 6019 Madras-Kanyakumari Express leaves Nagercoil for Kanyae kumari at 9.40 hrs. Similarly in the return direction, 376 Kanyakumari-Trivandrum Passenger leaves Kanya kumari at 17.40 hrs. arriving Nagercoil at 18.10 hrs. and 6306 Nagercoil Guruvayur Express leaves Nagercoil for Guravayur at 20.05 hrs.

(f) It is presently not feasible doe to lack of traffic justification and opera-lional constraints.

Electric Locomotives manufactured by Chittaranjan Locomotive works

2515. SHRI GOPALSINH G. SOLAN-KI: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of electric loco motives having capacity of 5,000 HP manufactured at Chittaranjan Locomo tive Works during 1990-91, 1991-92, 1992-93 and 1993-94 and as on date;

(b) whether indigenous technology has been used in manufacturing these locomotives;

(c) if not, what is the ratio of indi genous and foreign technology therein;

(d) the production target fixed for these locomotives during 1994-95; and

(el if so, what are the details thereof?

THE MINISTER OF RAILWAYS (SHRI C. K. IAFFER SHARIEF): (a) Number of 5000 H.P. locos manufactured by Indian Railways at Chitaranjan Locomotive Works are as under:

1990-91	Nil
1991-92	1
1992-93	5
1993-94 (Uptill now)	9

(b) Yes, Sir.

(c) Does not arise.

, .(d) Twenty.

'(e) These locomotives are an improved version of the 3850 HP WAG5 Electric Locomotives using higbpr capacity transformer, rectifier and higher adhesion bogies, all designed and manufactured indigenously. They are capable of hauling the train at higher balancing speeds. Besides stalling of the train is avoided to a large extent by using these locomotives.

Transportation of coal to Raichur Thermal Power Station

2516. SHRI B. K. HARIPRASAD: Will the Minister of RAILWAYS be pleased to state[7]:

(a) whether Kamataka Government has made a request to the Central Gov ernment to ensure supply of crushed coal only below 200MM to Raichur Thermal Power Station by taking up the matter with the coal companies and also to avoid diversion of coal rakes carrying bulky lumps above 200 MM; and

(b) whether it is a fact that the claim of the State Government for refund of excess freight charged on coal movement is pending with the Railways and if so, whether the Railways would ensure that the refund is made and in future the freight is charged for the coal on actual distance moved depending upon the rail traffic?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Movement of coal is organised as per linkage drawn oat by the Standing Linkage Committee The Coal Companies have to ensure loading of proper size of coal and Railways have no role to play in the matter. No diversion of coal rakes for Raichur Power House is being done by Railways.

(b) Yes. Sir. The case will be disposed of on merits.

Purchase of electric Locomotives from Asea Brown Bovery (A.B.B.)

2517. SHRI RAM JETHMALANP

SHRIMATI SUSHMA SWARAJ:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have conducted a survey after taking the final decision to rurchrese the electric locomotives of 6,000 horse power from multipurpose company, Asea Brown Bovery (A.B.B.), to ascertain whether the load bearing capacity of railways tracks in our country can withstand the normal speed of such powerful locomotives;

(b) if so, what are the details thereof;

(c) what is the total number of such locomotives for which Government have since placed the purchase order and the manner in which the locomotives are proposed to be used for running the trains together with the places between , which they are proposed to be used in running the trains; and

(d) whether it is also a fact that there is a plan under consideration to improve the level of working in the Chittaranpan Locomotives, which is engaged in manufacturing activity in the country, to make it capable of manufacturing dipse locomotives in the country itself in the future?

THE MINISTER OF RAILWAY (SHRI C. K. JAFFER SHARIEF): (a) and (b) The existing track structure on. important Broad Gauge routes is adequate for running of new electric locomotives